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Tribal Government Representative: Andrew Maxwell, Sr., Pecharanga Band of Luiseño Indians

Orange County Transportation Authority: Art Birwin, Buena Park

Riverside County Transportation Commission: Robin Lowe, Hemet

San Bernardino Associated Governments: Paul Leon

Ventura County Transportation Commission: Keith Millhouse, Moorpark

10/24/07

MEETING OF THE

MAGLEV TASK FORCE

**Thursday, December 13, 2007
10:00 a.m. – 11:30 a.m.**

**SCAG Offices
818 W. 7th Street, 12th Floor
Conference Room San Bernardino A&B
Los Angeles, California 90017
213. 236.1800**

VIDEO CONFERENCE LOCATION:

SCAG Inland Empire Office
3600 Lime Street, Suite 216
Riverside, CA 92501
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If members of the public wish to review the attachments or have any questions on any of the agenda items, please contact Richard Marcus at 213.236.1819 or marcus@scag.ca.gov.

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MAGLEV TASK FORCE

AGENDA

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TIME

"Any item listed on the agenda (action or information) may be acted upon at the discretion of the Committee".

1. CALL TO ORDER AND INTRODUCTIONS Hon. Lou Bone, Chair

2. PUBLIC COMMENT PERIOD

Members of the public desiring to speak on an agenda item or items not on the agenda, but within the purview of the Committee, must fill out and present a speaker's card to the assistant prior to speaking. A speaker's card must be turned in before the meeting is called to order. Comments will be limited to three minutes. The chair may limit the total time for all comments to twenty (20) minutes.

3. CONSENT CALENDAR

3.1 Approval Items

3.1.1 Minutes of the October 11, 2007 Meeting Attachment

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4. INFORMATION ITEMS

4.1 Status of 2008 RTP Attachment	Hon. Alan Wapner, Vice-Chair	11	15 min
4.2 Update on the IOS JPA Attachment	Hon. Alan Wapner, Vice-Chair	12	5 min
4.3 Report on the Field Trip to General Atomics in La Jolla, CA Attachment	Hon. Lou Bone, Chair & Hon. Alan Wapner, Vice-Chair	13	15 min
4.4 Report on the Field Trip to American Maglev Technology in Marietta, GA Attachment	Hon. Lou Bone, Chair & Hon. Alan Wapner, Vice-Chair	14	15 min
4.5 Group Discussion on Future Maglev Task Force Activities Attachment	Hon. Lou Bone, Chair & Hon. Alan Wapner, Vice-Chair	15	20 min

MAGLEV TASK FORCE

AGENDA

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TIME

5. OPEN DISCUSSION

Provide direction to staff on issues of interest for future discussion.

6. CHAIR'S REPORT

7. NEXT MEETING

The next meeting of the Maglev Task Force will be held on Thursday, January 10, 2008 at the SCAG offices in downtown Los Angeles.

Joint Meeting of the
Aviation and Maglev Task Forces
of the
Southern California Association of Governments

October 11, 2007

Minutes

THE FOLLOWING MINUTES ARE A SUMMARY OF ACTIONS TAKEN BY THE AVIATION AND MAGLEV TASK FORCES. AUDIO CASSETTE TAPE OF THE ACTUAL MEETING IS AVAILABLE FOR LISTENING IN SCAG'S LOS ANGELES OFFICE.

The Maglev and Aviation Task Forces held a joint meeting at the SCAG Headquarters in Los Angeles. The meeting was called to order by Hon. Lou Bone, Chair, Maglev Task Force and Hon. Alan Wapner, Chair, Aviation Task Force. There was a quorum.

Maglev Task Force Members Present:

Hon. Lou Bone, Chair	City of Tustin
Hon. Lawrence Dale	City of Barstow (Video Conference)
Hon. Robin Lowe	RCTC (Video Conference)
Hon. Margaret Clark	City of Rosemead
Hon. Bob Hernandez	City of Anaheim
Hon. Gene Daniels	City of Paramount
Hon. Ron Bates	City of La Habra Heights
Hon. Paul Glaab	City of Laguna Niguel
Hon. Chris Barnes	City of La Palma
Rick Deming	Caltrans-Division of Rail

Aviation Task Force Members Present:

Hon. Alan Wapner, Chair	City of Ontario
Mark Hardymont	Bob Hope Airport
Todd McNamee	Ventura County Airports
Charlene Zettel	San Diego County Regional Airport Authority
Gary Gosliga	March JPA
Selena Birk	LAWA, Van Nuys Airport
Chris Kunze	Long Beach Airport
Peggy Ducey	Ducey & Associates
Bob Rodin	Polaris Group

Audience Attendees:

Tony Morris	American Maglev Technology
Mike Simon	General Atomics
Jessica Hardin	General Atomics
Ryan Hall	San Diego County Regional Airport
David Akers	CN Cement Association
Brian Williams	City of Pasadena
Sharad Mulchand	Metro
Lori Abrishami	Metro – Long Range Planning
Randy Lamm	Metro
Deborah Chankin	GCCOG
Jose Martinez	HSRA / Cordoba Corporation
Michael Litschi	OCTA

Greg Nord	OCTA
Rone Kuatekuoal	Member of the Public
David Chow	IBI Group
Paula McHargue	LAWA
Jose Gutierrez	LAEAD
Coleen Tessema	SCE
Bart Reed	Transit Coalition
Danny Wu	City of Anaheim
Arthur Black	LSA Associates

Video Conference:

John Sullivan	City of Ontario
Arnold San Miguel	SCAG

SCAG Staff:

Sylvia Patsaouras	Hasan Ikhrata	Huasha Liu
Rich Macias	Richard Marcus	Michael Armstrong
Akiko Yamagami	Mike Jones	Mikaela Randolph
André Darmanin	James Burton	

1. CALL TO ORDER AND INTRODUCTIONS

Hon. Lou Bone, Chair, called the meeting to order at 10:00 am. Introductions were made.

2. PUBLIC COMMENT PERIOD

There was no public comment.

3. CONSENT CALENDAR

3.1 Approval Items

3.1.1 Minutes of the August 9, 2007 Maglev Task Force Meeting

Motion was moved (Daniels), seconded (Bates), and unanimously approved.

3.1.2 Minutes of the July 19, 2007 Aviation Task Force Meeting

Motion was moved (Birk), seconded (McNamee), and unanimously approved.

4. ACTION ITEMS

4.1 Recommend 2035 Preferred Regional Aviation Demand Forecast for 2008 RTP

Mike Armstrong, SCAG, recommended that items included in the 2008 Regional Transportation Plan (RTP) regarding Aviation be consistent with the High-Speed Regional Transport (HSRT) recommendations. Mr.

Armstrong stated that any variation between the preferred forecast had to do with the configurations of the HSRT system.

Charlene Zettel, San Diego County Regional Airport Authority, thanked SCAG staff for including SDCRAA in the forecast planning efforts.

Motion was moved (Todd), seconded (Birk), and unanimously approved.

4.2 Recommend Regional Aviation Policies for 2008 RTP

Hon. Alan Wapner, Chair, Aviation Task Force, briefed members on the RTP workshop process. Hon. Alan Wapner stated that next workshop is scheduled for Thursday, October 18th and will cover High-Speed Rail, Aviation and Transit. Hon. Wapner recommended that the task forces review the matrices that have been handed out and prepare any recommendations for discussion at the upcoming workshop. He reminded members that in order for any item to receive funding, it must be included in the RTP. Items noted in the Strategic Plan are unconstrained projects that do not qualify for further studies but may be something that the region feels important. There will be recommendations made by staff for inclusion in the RTP and in the Strategic Plan, based on funding.

Maglev Task Force members reviewed the High-Speed Regional Transport matrix and reported the following:

- ***Item 1 - Initial Operating Segment (IOS), staff recommends inclusion of the IOS in the RTP.***

Discussion was had regarding the inclusion of the LAX extension. It was confirmed that the LAX extension was included as part of the IOS.

Hon. Clark asked if the IOS system was only for passenger service. Hon Wapner confirmed that this item was only for passenger service. Discussion of the goods movement component was postponed at the previous workshop pending additional business plan information.

Richard Marcus, SCAG, stated that the IOS is forecasted to be built by 2020. This forecast includes final design, engineering, environmental process, and construction. Mr. Marcus added that the key obstacles are political will and funding. Without these obstacles, this can be built and running by 2020.

Concurrence was made to proceed with staff's recommendation and include the IOS in the RTP.

- ***Item 2 – Extended IOS (IOS plus San Bernardino), staff recommends inclusion of the Extended IOS in the RTP.***

Concurrence was made to continue with staff's recommendation and extend the IOS to San Bernardino.

- ***Item 3 – Anaheim-Ontario, staff recommends inclusion of the Anaheim-Ontario segment in the RTP.***

Hon. Alan Wapner provided members with background information regarding the California-Nevada Super Speed Train Commission. Hon. Wapner stated that the original goal of this line was to develop a demonstration project between Las Vegas and Primm, Nevada and would then continue to Barstow, Victorville, Ontario and eventually Anaheim. Plans changed and decision was made for a public demonstration project from Las Vegas to Primm with a second segment from Ontario to Anaheim and eventually both segments would be linked. Hon. Wapner stated that this project was included in the SCAG RTP because it is another natural extension of the high-speed transport between Los Angeles and Ontario and also includes Anaheim.

The proposal, at this time, is to include Anaheim-Ontario for study in the RTP with a modification of the language to the last Requisite Milestone, “select route to Inland Empire (SR-91 or SR-57)”. Change language to read: “select route to Inland Empire that may include intermediate stops between (SR-91 or SR-57)”.

Motion was moved (Bates) to approve the change in language for the Anaheim-Ontario Requisite Milestones, seconded (Lowe), and unanimously approved.

Concurrence was made to include the Anaheim-Ontario segment in the RTP.

- ***Item 4 – Mid-term (pre-2035) HSRT system, staff recommends inclusion of the mid-term priority to the RTP Strategic Plan.***

Bob Rodin, Polaris Group, commented that attempting to connect high-speed rail with the Port of San Pedro and the Port of Long Beach is somewhat contradictory. A passenger consigns freight to Marsk from Shanghai and knows that it will take 5-7 days to get to Los Angeles. In addition, there may be a couple of days of delay at the Port of Los Angeles/Long Beach and then the freight goes somewhere else. Maglev or any high-speed rail system cannot be cheap to utilize. Is a person who opts for ocean freight and the delays implicit with ocean freight are willing to pay the tariff for high-speed rail to get their goods out of the ports? Hon. Alan Wapner stated it was a misnomer to call it high-speed rail, what is being considered is alternative technology transport for cargo.

Mr. Marcus noted that the LAX-South (Orange County) extension would be moved to Item 5 – Long-term HSRT.

Concurrence was made to include the extended initial operating segment to include; San Bernardino to LAX, Anaheim/Ontario, and the freight spur from the San Pedro Port to Los Angeles basin in the RTP.

- ***Item 5 – Long-term HSRT (post 2035) system, staff recommends inclusion of the long-term priority to the RTP Strategic Plan.***

Hon. Alan Wapner stated that Item 5 was a long-term high-speed transport system that includes all items discussed today and the extensions to LAX South (Orange County), Irvine to San Bernardino, San Bernardino to Victorville, Victorville to Palmdale, and March Airport to San Diego.

Concurrence was made to support staff recommendation to include the long-term HSRT priority to the RTP Strategic Plan.

- ***Item 6 – Orangeline (Orangeline Development Authority)***

Recommendation is to remove the Orangeline from the HSRT matrix and include in the Transit matrix. It has been analyzed that the Orangeline has so many stops in a short distance that it does not make good use of high-speed technology; it is more of a conventional transit route, such as light rail or bus rapid transit.

Richard Marcus stated that the Orangeline is more of a light-rail line that will run from Union Station to Central Orange County with a proposed fourteen stops within a distance of thirty-three miles which is not conducive to a high-speed rail or Maglev system. Mr. Marcus added that another issue is MTA and OCTA own the Pacific Electric Right-of-Way and there does not appear to be any movement to give the Orangeline that land. Both entities are planning for some sort of transit in that corridor. Therefore, it made sense to move the Orangeline into the transit matrix rather than leave it in the HSRT matrix.

Hon. Bates asked if there was any downside to leaving the Orangeline in both matrices in order to allow the Orangeline Development Authority the option as a high-speed system where at the same time following the direction that the Task Force is suggesting; Orangeline as a slow speed system. Hon. Lou Bone responded that after the several presentations that have been made to OCTA, the Orangeline has been eradicated and will more than likely be a conventional transit rail line. After some discussion Hon. Bates agreed to proceed with removing the Orangeline from the HSRT matrix and including it in the Transit discussion.

Concurrence was made to support staff recommendation to remove the Orangeline from the HSRT matrix and include it in the Transit discussion.

- ***Item 7 – California-Nevada Maglev (California-Nevada SuperSpeed Train Commission)***

The California-Nevada Maglev project goes from Las Vegas to Anaheim with stops in Primm, Barstow, Victorville, and Ontario. It is represented in the existing RTP but not part of the constrained RTP which would now be called the Strategic Plan. The staff recommendation is that it becomes part

of the Strategic Plan so the California-Nevada SuperSpeed Train Commission (CNSSTC) can continue their studies.

Hon. Alan Wapner clarified for the Task Force that if at any point funding becomes available to any project in the Strategic Plan it would then be processed as an amendment to the RTP for inclusion. If a project is not in the Strategic Plan and funding becomes available, the project would not be eligible to be added as an amendment to the RTP.

Richard Marcus added that the CNSSTC strategy for the line is for the first forty mile segment to be from Primm to Las Vegas, the second segment would be from Anaheim to Ontario. Any money that would be provided would be from Anaheim to Ontario. Mr. Marcus further stated that in the event that the California-Nevada SuperSpeed Train Commission would come forward and state that funds were available to commit to the corridor, if it is in the Strategic Plan, SCAG would be able to draft an amendment for inclusion in the RTP.

Hon. Alan Wapner clarified for the Task Force that the Primm to Ontario segment would be included in the Strategic Plan when the Anaheim to Ontario segment would be in the constrained Plan.

Richard Marcus informed the Task Force that Desert Express was not included in the RTP as it was too preliminary.

Concurrence was made to support staff recommendation to consider the California-Nevada Maglev as a long-term priority of the RTP Strategic Plan and the Anaheim to Ontario segment in the core RTP.

Item 8 – California High-Speed Train (California High-Speed Rail Authority)

Staff recommendation is to consider the California High-Speed Train as a long-term priority of the RTP Strategic Plan. The California High-Speed Rail Authority (CHSRA) has been studying corridors for quite some time but have yet to come up with a funding source. SCAG's proposal is to place this item on the Strategic Plan and once the CHSRA develops its funding mechanism the item can be moved to the RTP.

Jose Martinez, CHSRA, advised the task force that the \$20.7 million had been approved for Fiscal Year 07-08. SANDAG has included the high-speed rail program in its Draft RTP and is in a similar as Item 1 in the matrix. A share of the funding will be available beginning in year 2011.

Hon. Bates, explained that historically this project has been fairly controversial for SCAG. He stated that the urban-oriented segments made sense. However, with the connection to the Bay Area and in dealing with the required bonding and funding, SCAG's position was against

requesting Southern California to pay for a major connection through the Central Valley, that would benefit the Bay Area more than Southern California, at least in the initial stages. Hon. Bates suggested that supplemental funding impacts to Southern California be disclosed in order to avoid the assumption that SCAG is endorsing the entire 700-mile CHSRA system.

Hon. Lou Bone informed the task force that SCAG's position is to support the entire 700-mile system of the California High-Speed Rail Authority if construction is to begin simultaneously in the Bay area and in the Los Angeles region.

Hon. Alan Wapner clarified that the item is only for inclusion in the Strategic Plan. He stated that CHSRA would need to consult with SCAG for an amendment to the RTP should CHSRA obtain a funding source for Southern California.

Hasan Ikhata, SCAG, advised that should the Task Force decide to include this item in the Strategic Plan, the conditions for this item should be restated in the Strategic Plan. He stated that CHSRA should be reminded of these issues that were brought forward in the past by SCAG's Regional Council.

Concurrence was made to support staff recommendation to consider the California High-Speed Rail as a long-term priority of the RTP Strategic Plan.

Mike Armstrong, SCAG, informed the task force that the recommendations for the Aviation Task Force are consistent with the above-mentioned recommendations for the high-speed regional transport system. This includes a Preferred Scenario with several variations in the modeling process including constrained and unconstrained that are differentiated by the different high-speed rail configurations. SCAG did model the extended IOS that goes to LAX and San Bernardino and are adding the Anaheim to Ontario segment that does not affect forecast.

Mr. Armstrong added that staff's recommendation is to include the extended IOS, with the Anaheim to Ontario segment, in the Constrained Plan. The entire system that was modeled at 170 million air passengers would be included in the Strategic Plan. An additional option is also noted which consists of a system with no HSRT at 153 million air passengers which staff does not have a recommendation on but would serve as an alternative, should the extended IOS be removed from the RTP. This alternative would serve if funding for the HSRT system is not attained.

Aviation Task Force members reviewed the Aviation matrix and reported the following:

Item 1 – Aviation Task Force Preferred Scenario with Extended IOS and Anaheim to Ontario HSRT segment.

Concurrence was made to support staff recommendation to include Item 1 in the Constrained Plan.

Item 2 – Aviation Task Force Preferred Scenario with entire HSRT system, with Anaheim to Ontario Segment

Concurrence was made to support staff recommendation to include Item 2 in the Strategic Plan, mid-and long-term.

Item 3 – Aviation Task Force Preferred Scenario with no HSRT

No recommendation was made by staff on Item 3.

Chris Kunze, Long Beach Airport, recommended the following edits be made to the Airport Guiding Principles. The edits are as follows:

New Action Steps recommended by the (Aviation Technical Advisory Committee), item 4 and 7:

- Support legislative, marketing and ground access initiatives that promote decentralization of aviation demand to underutilized suburban airports **where it is desired.**
- Support the development of a regional network of new flyways that connect to multiple airports via HOV, light rail and commuter rail facilities, to help decentralize aviation demand to underutilized suburban airports **where it is desired.**

Motion was made (Todd) to approve the Aviation Guiding Principles as amended. Motion was seconded (Kunze) and unanimously approved.

4.3 **Recommend Approval of High-Speed Regional Transport System Design Concept and Business Case**

Motion was made (Hernandez) to present to approve the High-Speed Regional Transport System Design Concept and Business Case before the Transportation & Communications Committee. Motion was seconded (Bates) and unanimously approved.

5. **OPEN DISCUSSION**

5.1 **2008 RTP Requirements and Framework**

Due to time constraints, item was postponed.

5.2 **Review Regional Aviation Demand Forecasts**

Due to time constraints, item was postponed.

5.3 **General Atomics Field Trip Logistics**

Richard Marcus, SCAG, briefed members on the logistics for the General Atomics Field Trip on Friday, October 12th. Mr. Marcus reminded

participants of the dress code, stating that comfortable clothing is recommended and a valid proof of identification is necessary in order to enter the site.

5.4 JPA for IOS Update

Hon. Alan Wapner stated that the draft JPA had been received and is currently being reviewed by legal. Once review is complete a final meeting will be scheduled for execution.

5.5 SCAG High-Speed Regional Transport overview

Due to time constraints, item was postponed.

5.6 American Maglev Technologies' Environmental Mitigation and Mobility Initiative

Tony Morris, American Maglev Technologies (AMT), presented on AMT's freight system which would be able to carry both passenger and freight due to the limited time, focus was made on the freight opportunity.

Mr. Morris described the AMT system design and stated that electro magnets are used on the system. A current is then run through the magnets to lift the vehicle. There are two linear induction motors on board the vehicle. The track is made from concrete with an aluminum track down the middle. Once the foundation is in place the system is designed to be built from the top down.

Mr. Morris discussed the operating costs of the system. He stated that in order to levitate the system, approximately 80 kilowatts is needed. If the cost is \$.11 a kilowatt hour for green power, this reflects a system that can levitate at about \$9.00/per hour. When the system goes up from 0 to 60, the cost is approximately \$.45 to get up to speed, but the motor is used in reverse and the kinetic energy produced from the vehicle is then put back in the batteries and returns about 53% of the kinetic energy which is about \$.20. With 10 minutes headways and 20 hour days you have a system in which freight charges can cover the operating cost.

Mr. Morris also stated that AMT is compliant with all U.S. Department of Transportation and Federal Transit Administration (FTA) guidelines that are based on American Society of Engineers National People Mover Code. AMT has reviewed the Caltrans website for seismic and feel that they have included the requirements needed to meet seismic conditions in the region.

Mr. Morris further stated that the system will greatly enhance efficiency with a non-emitting, totally clean electric power system. Fares to get to the port and ICTF and back is currently \$150 but could go up to \$250 in the near future. AMT's system charge is estimated to be \$122 R/T. There are

opportunities for strategic partnership looking at how the velocity can be increased.

Hon. Lou Bone inquired if there was any interest in the Initial Operating Segment from AMT's perspective. Mr. Morris responded that AMT has looked at the IOS but has focused on the freight opportunity. Mr. Morris also clarified for Hon. Lou Bone that the system could be financed with private sector money. Mr. Morris stated that the major issues that are foreseen are environmental as well as a clear understanding of private public sector financing.

Hon. Wapner asked what AMT's support needs are from the public sector. Mr. Morris stated that AMT would need support with the environmental clearance process.

5.7 Transrapid International Maglev Development in Germany
Due to time constraints, item was postponed.

6. **OPEN DISCUSSION**

No items were reported.

7. **MAGLEV CHAIR'S REPORT**

No items were reported.

8. **AVIATION CHAIR'S REPORT**

No items were reported.

9. **NEXT MEETING**

Hon. Lou Bone adjourned the meeting at 12:00 p.m. The next meeting of the Maglev Task Force is yet to be decided.

MEMO

DATE: December 13, 2007

TO: Maglev Task Force

FROM: Richard Marcus, Program Manager, Maglev/High-Speed Rail Program
Marcus@scag.ca.gov/213-236-1819

SUBJECT: Status of 2008 RTP

BACKGROUND:

Vice-Chair Alan Wapner will give a summary of the latest developments in the Draft RTP regarding High-Speed Regional Transport (HSRT) projects.

MEMO

DATE: December 13, 2007

TO: Maglev Task Force

FROM: Richard Marcus, Program Manager, Maglev/High-Speed Rail Program
Marcus@scag.ca.gov/213-236-1819

SUBJECT: Update on the IOS JPA

BACKGROUND:

A Joint Powers Authority (JPA) agreement is currently in development between the Cities of Los Angeles, Ontario, West Covina and SCAG for the Initial Operating Segment (IOS) of the High-Speed Regional Transport (HSRT) system.

Chair Lou Bone and Vice-Chair Alan Wapner will give a brief update on the status of the JPA for the IOS.

MEMO

DATE: December 13, 2007

TO: Maglev Task Force

FROM: Richard Marcus, Program Manager, Maglev/High-Speed Rail Program
Marcus@scag.ca.gov/213-236-1819

SUBJECT: Report on the Field Trip to General Atomics in La Jolla, CA

BACKGROUND:

Numerous members of the Maglev Task Force and SCAG staff recently traveled via Amtrak to La Jolla to view the Maglev test track and research facilities of General Atomics.

Chair Lou Bone and Vice-Chair Alan Wapner will give a presentation on the trip and impressions of the General Atomics Maglev.

MEMO

DATE: December 13, 2007

TO: Maglev Task Force

FROM: Richard Marcus, Program Manager, Maglev/High-Speed Rail Program
Marcus@scag.ca.gov/213-236-1819

SUBJECT: Report on the Field Trip to American Maglev Technology in Marietta, GA

BACKGROUND:

Chair Lou Bone and Vice-Chair Alan Wapner traveled to Atlanta in November to visit the Maglev test track run by American Maglev Technology (AMT). Chairman Bone will present the highlights of the trip and impressions of the AMT Maglev system.

MEMO

DATE: December 13, 2007

TO: Maglev Task Force

FROM: Richard Marcus, Program Manager, Maglev/High-Speed Rail Program
Marcus@scag.ca.gov/213-236-1819

SUBJECT: Group Discussion on Future Maglev Task Force Activities

BACKGROUND:

Chair Lou Bone and Vice-Chair Alan Wapner will lead a discussion on the future purpose and direction of the Maglev Task Force.